#### THE DEAD AND THE INJURED.

During the afternoon alarming ramors got afloat that twenty or more lives had been tost. Not more than half of the number of men employed in the hold of the Lawrence Delap reported themselves at the pier after the vessel had been towed out, and the fear was expressed that a score of them had been overtaken in the hold by the spread of the flames and had been unable to get out. Some of the firemen and policemen expressed this opinion, saying that the flames had run over the vessel with such marvellous rapidity that they thought it impossible that all on board could have escaped. But men with cooler heads reasoned that as the captain of the Delap had time to throw two trucks overboard, besides looking after the safety of his wife and daughter, 'longshoremen had time enough at least to get on deck and jump into the water. The failure of many of those on the vessel to report themselves was explained by the fact that they were all ignorantemigrants obtained from Castle Garden only a few days before, and when they had saved their lives they concerned themselves little about anything else, and did not think it necessary to report their safety to their employers. John P. Tully, the hero who saven a number of lives, believes, however, that several were drowned, as he says that many were in the water at once who rould not swim, and he has no doubt that some of then, sank before and reached them. As the immigrants employed in the vessel had, as a rule, no families or relatives in New-York or Brook-lyn, no inquiries for any of them that might be missing were received.

There seems to be no question that two lives were lost, those of William Carberry and of the unknown man whom Infly was obliged to saake off to save him-

man whom I mily was obliged to sankeroff to save himself, as already described.

William Ca berry was working on the pier whithe fire broke out, and remained so long that his escape was cut off. He finally jumped from the pier and his crice were lost in the general noise and continuon. He was unable to swim, but caught on some of the floating debris and kept affort for several moments. By the time a rescuing boat reached the spot he had sunk and, no trace of him could be found, though the boat remained for some time in

FEARS THAT FIGHT LIVES WERE LOST IN THE DELAY Captain Grover said last night that eight of the crew of the Delap were in the lower hot have nomes in Brookiyn or New-York they were not reported as missing. Of the cre w of the Perseverance, it was thought that not all escaped, as several were in the hold assisting the hongshoremen to get out the jute bufts, when the flames and smoke may have cut off escape. The question cannot be definitely settled in it the wrocks are examined carefully.

Chief Nevin, of the Brooklyn Fire Department, who was at the scene of the fire at midnight, said it was impossible to say whether there had been a less of life. If so the water had carried away all the evidence. No firemen were missing.

the evidence. No firemen were missing.
Following is a first of the eleven injured firemen,
with details of their injuries:

Carnot, Francis, of Engine No. 5, living at No. 9 Navy seg signify injured about the shoulders and body by

DUFFY, FRANCIS, of Engine No. 7 living in Chapel-at . GHAON, JOHN, of Engine No. 5; slightly injured about the bead and body.

LOVE, SAMUEL A., of Engine No. 5, living at No. 206
Smith-st.; banly hejured in right arm, shoulder and

MCIODEGALL, ROBERT, of Truck No. 3. He was buried under one faiting shed and overlooked for some minutes. His nead and face were severely burned and it is feared that he was induced internally.

MCNAMARA, PETER, of Truck No. 3. He was bruised asout the back and shoulders and slightly burned.

O'BRIEN, WILLIAM, of Engine No. 7; severely bruised on the back and shoulders.

O'CONNOR, JAMES, of Engine No. 5, living at No. 312 Atlantic-ave; slightly injured in the head and face.

POSDIR, GARKLES F, of Engine No. 5, home No. 129 Tillary st. He was severely bruised in the head and back and has internal injuries. His condition is regarded as mangerous.

garded as mangerous. Roberts, James, of Engine No. 8, living at No. 188 Hudson-ave.; siight scalp wounds.

RYAN, Tracornt, of Eugine No. 7, living at No. 247 Pearist., injured in the legs and neck by falling lumber.

# THE LOSS OF PROPERTY.

The exact extent of the losses of property It was almost impossible to ascertain last evening but a careful estimate placed them at \$535,000. The pier was leased by E. B. Bartiett & Co. The sheds and the property under them were deluged with w after and the pier itself is not seriously injured. Mr Bartlett places the damage to his property at \$50,000 It is insured for \$15,000 in the Bowery, the Home and the Franklin companies of New-York. The goods on the pier were valued at \$75,000. The losses on the three vessels will amount to \$100,000, and on the cargoes \$300,000 more. The Colonel Adams was a Liv erpool vessel, of 1,516 tons. It was owned by J. Mherron, of Liverpool, and the cargo, consisting of 999 bales of jute, 7,552 bales of jute butts, 995 bales of "revected" jute of a low grade, was consigned to J. W. Parker, & Co., of New York. The Perseverance was a bark from Aberdeen, Scotland, 1,196 tons, owned by S. J. Milue, and carrying a cargo of 7,404 bales of jute bucts, consigned to Edward Perry & Co., of New York. The Lawrence Delap, the largest of the tures vessels, was ship, owned by William A. Witherspoon, of Annapolis, N.S. It was two-thirds unloaded. The cargo was

N.S. It was two-thirds unloaded. The cargo was consigned to J. W. Parker & Co., and consisted of 4,000 bales of jute burts and 2,406 bags of salipetre. The lighter Arhante is owned by the New-Jersey Lighter Company, and the damage on it is placed at \$5,000, with \$5,000 damage to the cargo. The Government weigher was engaged in weighing the goods as they were infloaded when a me fire croke out.

Fram the agents of the several vessels some further information was obtained respecting them. The Lawrence Delap smied from Calcutta is February has and the Colonel Adams and the Pe.severance about the latter part of April. J. W. Parker & Co., to whom the Delap and Perseverance were consigned, and that is former vessel came to the stores about three weeks ag. She was valued at \$45,000, and was only part y respect. The Adams came to the stores only Wednesdey morning Parker & Co. could not say whether she was hearded. 1545,000, and was out par y "sured. The stores only Wednesdey morning, Parker & Co. could not say whether she was insured. The Perseverance was insulted at Abordeen at a cost of \$30,000. Her cargo of jute cost 36 rupces a bais a "alcutta, and the total value of vessel and carge is prebably in the neighborhood of \$59,000. The Decap was charicred to take a cargo of oil to You chains as soon as see amount have been inloaded, and would probably have suffed within two weeks.

INCIDENTS OF THE FIRE. No damage was done to the warehouses adpining the ple where the fire broke out. A rumor was circulated yesterday afternoon that the fire was of incendiary origin, and that seme of the striking longsboremen, who left work on Monday because their demand for an ad-

ver the East River and settled in a heavy cloud | filled by immigrants from Castle Garden, were guilty of the crime. The rumor was not credited, as if it were so much guapowder, and it was regard as doubtful whether the smouldered for any le any length eral pre wharf. The valled that the fire was caused by the sparks from the engine, in the same way as the great fire two years ago

at Pierrepont's stores,

From the reports of the officers in charge at the pier it seems that there were not issathan fifty men engaged on the pier at the time of the fire unloading the Delap, and in various other occupations. A panie appeared to seize them at the first alarm of fire and before they could recaln control of their senses the only outlet by waich they could escape was enveloped in flame. One of the watchmen who was within a few yards of the entrance to the fire said the flames might have been extinguished, at first had there been a tarpanin at hand to smoother them, but when stamped upon, instead of being extinguished, they seemed to spread. They extended so rapidly across the pier that they forced him to a basty retreat. When the fire had spread to the jute in the vessels it leaped quickly un the rigging and burned there like tinder. Then the men who were on board

sprang into the water. Among the few who retained their presence of mand John P. Tully was the most successful in his efforts to aid others. Besides aiding the family of the captain of the Delap, he succeeded in rescuing three others from the water, and by the use of a pa'uter's platform which he and Mulligan pushed into the water nine other persons were saved. One man, named Driscoil, was hanging to the anchor of the Perseverance, afraid to drop into the water, not being able to swim; he was persuaded to take the leap finally, and then Tully caught him and pulled him safely ashore. Tully was of the opinion there must have been a number of the workmen drowned as there were so many in the water at one time; some were already in a state of utter exhaustion when they were taken from the water, and would not have been able to keep above the surface more than a minute or two longer. Several of the men last taken from the water were dingung to the side of the vessel afraid to drop, although the heat already blist-red their faces.

Mayor Low visited the scene of the fire in the afternoon, and expressed this auxiety for the injured men. The police arrested three young men in a row bot, on suspicion of having stolen property from the vessels, which had been thrown overboard, but nothing was found in their boat and they were released. water, not being able to swim; he was persuaded

### OTHER FIRES.

A HORSE BURNED TO DEATH. Two stables belonging to James Kelly, of No. 85 Kearney-ave., Jersey City, were destroyed by fire yes terday afternoon. One of Mr. Kelly's horses, valued a \$450, was burned to death. The total loss is estimated at \$800, partially insured.

LOSSES IN VARIOUS PLACES.

STAMFORD, Conn., July 19 .- This morning the large barn on the property of William Hoyt, of Newgraperies, and to be the most expensive in the State. The property was situated on Noroton Hill, Stamford, near the private residence of the owner; loss estimated at \$10,000. York, was destroyed by fire; also the large and costly

TROY, July 19 .- A fire at Little Falls this morning destroyed the planing mill of West & Co.; loss, \$10,000, insured; the lumber yard of William H. Waters; loss, \$15,000, insured; and the works of the Warrior Mowing Machine Company; los-, \$1,000, insured.

### RAILWAY INTELLIGENCE.

POOL AGREEMENTS TO BE EXECUTED. AN IMPORTANT MONEY SETTLEMENT DECIDED UPON

-NEW LINES ENTER THE CHICAGO POOL. The conference between the executive committee of the trank lines and the committee of their Chicago connections, held yesterday at Commissioner Fink's office, resulted in important action, which leasens the prespect of a general railroad war. There was a full attendance, the New York Central being rep rescuted by President James H. Rutter and Vice-Presi ent Hayden, the Lake Suore by President John Newell, the Michigan Central by President H. B. Ledyard, the Pennsylvania Ratiroad by General Manager Frank Taomson, tue Pennsylvania Company by Vice-Presideut J. N. McCallough and General Freight Agent William Stewart, the Eric by Trafile Manager R. C. Vilas, the Baltimore and Onlo by Vice-President Robert Garrett and General reight Agent F. Harriott, and the Grand Trunk of

mada by Traffic Manager L. J. Seargeant and General reight Agent John Porteous. W. K. Vanderbilt reprethe Chicago, St. Louis and Pittsburg (the reorganized Pan Handle route) was present. Mr. Vilas, of the Eric, acted for the Chicaga and Atlantic.

An important part of the proceedings was the reception of formal announcements that the "Nickel Plate" and the Chicago and Atlantic would enter the east-bound Chicago pool. The former road has already consented to the pooling agreement on Chicago live-stock business The Chicago and Atlantic is the new independent Chi-The Crew of the cargo when the fire broke ont, and he did not think they could hot have escaped. As the men of the Eric, has assured Mr. Fink of the ance of the room, I was much pleased, but not hot have noticed any change from the usual appearance of the Eric, has assured Mr. Fink of the ance of the room. I was much pleased, but not have noticed any change from the usual appearance of the room. I was much pleased, but not have noticed any change from the usual appearance of the room. I was much pleased, but not agreement of the new road to accept any new Chicago pool compact that may be agreed all along that the telegraphers' association overupon. It is recognized that the percentages in that pool must be redistributed on account of the opening of the new lines, but no settlement of that point is expected to be reached, except after arbitration. The claims of the new Calcago lines to a share in the business will be for-mally presented after the proposed new compact affecting the Chicago traffic is framed and signed. It is not thought that any trouble will be caused by the reorganized thought that any trouble will be caused by the reorganized Pan Handle line except on live-stock business. At the last division of that business the nercentages due to the Pan Handle and the Pittsburg. Fort Wayne and Chicago were allotted as one percentage to the Pennsylvania Company, which operates the two lines. The dead, fregort division was always made between the two sepfreight division was always made between the two separate roads. The new Paa Handle has put in a separate command for 15 per cent of the live-stock business out of Chicago, claiming that heretofore its supplied in the control of the live-stock business out of Chicago, claiming that heretofore its supplied in the present of the last heretofore greater extent than to the Pennsylvania Kallroad, while the present organization is entirely in the interest of the last named company. This demand will probably go to arbitration.

The most important work done, however, was an agreement to continue the settlement of all different continues the settlement of the settlem

The most important work done, however, was an agreement to continue the settlement of all differences between the Chicago roads, resulting from variations in the alloted percentages in the actual cast-bound business ladded, in money payments based on the gross revenue from the excess tonings carried by the reads that exceeded their percentages. A settlement from April 1, 1883, the date of the last money settlement up to the present time, was agreed to and the Commissioner was anti-orized to draw accordingly upon the lines which have been shead of their percentages. Heretofore the money settlements have been based upon not revenue, reached by a deduction of one-half of the gross revenue for expenses of McDougall, Robert, of Truck No. 3. He was buried the lines which have been anead of their percentages. Heretofore the money settlements have been based upon near revenue, reached by a deduction of one-half of the gross revenue for expenses of carriage. Hence the roads which had been exceeding their percentages had a margin of profits covered by the extent to which they could reduce actual operating expenses below the allowance made in the settlement. Since last February the Vanderbolt lines have been losing business, which has been diverted to the Grand Trink and the Erre. The Pennsylvania road has also suffered. The cause has been the cutting of the schedule rates.

It is understood that the representatives of the Van derfold and the Pennsylvania systems went into the meeting year-enday prepared to push cases.

deroil and the Pennsylvania systems went into the meeting yeaserday prepared to push cases of cutting against their rivals. The subject was not referred to however. The Grand Tunk and the Eric were confronted with the question, whether the agreement made to last May for money settlements based on gross revenue should be carried out or the pool arrangements afterly disregarded. On that basis no advantage can be gained by any road from rate-cauting, as under the pool it must ture over the gross revenue of the business carried by it in excess of its percentage, their bearing the expense of hading the excess. Every ton of fright that is carof the business carried by it in excess of its percentage, theelf bearing the expense of bashing the excess. Every ton of freight that is carried by a road not entitled to it, is necessary to a dead loss. The knowledge that a refusar to settle basances on the bashs of the May compact would be regarded by the New-York Central and the Peansylvanta as equivalent to a disruption of the pool, it is believed by well-informed railroad men, lost to the settlement as sented to yesterday. Under this settlement the surplus of cast-bound business carried by the Grand Trunk out sented to yesterday. One'r this settlement the surplus of east-countd business carried by the Grand Trunk out of Chicago will be turned over in money mainly to the Lake Shore and the slicingan Central, which have been running far behind their pool percentages. The settlement applies alize to dead irright and live stock. The conference will be continued to-day.

OPPOSED TO A PROPOSED BRIDGE. BALTIMORE, July 19 .- The proposition of the Philadelphia Branch of the Baltimore and Onle Rail road Company to bridge the Susquehanna at Port Deposit, the hearing of walch by the Board of Public Works this State was adjourned from last Thursday until to-day, took place this afternoon at the office of the Baltimore and Onto Ratiroad Company. Some persons, most of whom were from Port Deposit were present, who individually and by counsel opposed the building of the bridge as proposed by the company; that is, eighty feet above high water, and without a draw. The business men of Port Deposit insist that the bridge, in order that it shall not interiere with navigation, shall be built one hundred and twenty feet above high water, or with a draw. The hearing was concluded this evening.

## NICKEL PLATE WANTS MORE FREIGHT.

CHICAGO, July 19 .- It is understood that the Nickel Plate road has made a formal demand for 12 per cent of the east-bound dead freight business and that the matter will come before the next meeting of the Joint Executive Committee for consideration.

## SWAINMAN STOLE THE LEDGER.

NASHVILLE, Tenn., July 19 .- Swainman, who was arrested for stealing the ledger that is so important in the Polk trial, has confessed that he took it at the in-

TELEGRAPHERS ON STRIKE.

Continued from First Page that the same can be taken only subject to delay and to mailing or route, if necessary, to complete the transmission to point of fidness. All such messages taken for transmission shall have written or stamped on the face of the same over the signature of the sender the words: "Accepted subject to mailing or other delay." or other delay."
Superintendents will cause to be printed and posted in the principal offices of their respective districts a placard bearing the following inscription:

Messages taken to-day Subject to damy and to Mailing en route if necessary.

THOMAS T. ECKERT. Acting President.

In compliance with these instructions a notice of the kind described was posted in various portions of the Western Union office about 2 o'clock. It did not seem to check the delivery of telegrams for transmission. There was in consequence a great accumulation of business on the books, but to learn from persons in authority the extent of the blockade was impossible.

Expressions of anxiety concerning the transmission of press matter were met by a promise on

Expressions of anxiety concerning the trans-mission of press matter were met by a promise on the part of the Western Union officials to do the best test could be done under the circumstances. The promise was handsomely fulfilled, inasmuch as the news of the country was promptly and correctly handled. The Associated Press has fifteen operators in its employ, who were not affected by the order to strike, and this force, with the aid of the order to strike, and this lorce, with the Bid of a leased quadruplex wire extending to Baltimore and tapping the principal cities en route, and with the help of the efficient night force of the Western Union Company, supulied both the regular and special reports to the newspapers with aimost the usual dispatch. NIGHT SCENES AT THE MAIN OFFICE

There was no cessation of work at 5:30 and 9 p. m., the hours when certain detachments of the operators stop for the day. The day men had volunteered to perform double duty, and these, reinforced by those dispatched from the branch offices throughout this city. Brooklyn and Jersey City were sufficient, Mr. Somerville said, to send all the dispatches that were on hand. Supper was served free of charge to all the employes. Coaches conveyed those women operators to their homes who consented to work overtime. About nundred cots were put up in general offices of the company, the general offices of the company, and throughout the night men were excased in squadrous and permitted to rest for a short period. All of the stringent rules regarding smoking during working hours were suspended, and eigars were distributed freely among the men. The resular night force consists of eighty men, but these were supplemented last night by about seventy-five day men. About thirty were excused. The number of men that worked last night was about 125.

A dispatch was received at 8 o'clock from the manager of the company at Ponghkeepsie stating that not an operator had quit work between this city and Albany, and that there were no indications of a strike. General Eckert went to his home in Long Branch as usual about nine o'clock.

about nine o'clock.

One of the strikers was summarily put out of the building by Officer Williamson, for indulging in abusive invective against the superintendent. Outside of the building the strikers were grouped together in different places discussing the situation. They all seemed hopeful, and anticipate a speedy return to ausmess. There were no bousterous mani-festions and everybody was sober and orderly.

INCREASE IN MAIL BUSINESS. A perceptible increase in the amount of mail matter received at the Post Office was noticed immediately after noon. The notices saying that telegraphic messages received might be held for delivery by mail had the effect of causing persons who desired certainty of delivery to send their messages through the Post Office. The increased business was especially perceptible in the city delivery department in consequence of the closing of telegraph offices throughout the city. Only the regular clerks were kept at work, but they were busily engaged in disposing of the extra amount of mail matter.

Postmaster Pearson said that the increase was sufficiently great to be noticed at once, though not enough to interfere with the business of the office.

TALKS WITH WESTERN UNION DIRECTORS. THE STRIKE A BENEFIT TO THE COMPANY-VIEWS OF JAY GOULD AND OTHERS.

Mr. Gould was found at his office at No. 71 Broadway early in the afternoon. The strike had failed apparently to disturb him in the slightest degree; on the contrary he seemed to be in exceedingly good humor. "I have just come from the Western Union Building," he said. after calling the reporter's attention to the strength of the stock market, "and I should hardly know that a strike had taken place. I went through the operating-room and apparently there were as many operators there as usual. You would not have noticed any change from the usual appearrated its strength. It was gratifying to learn that the best operators remained loval to the company. About a hundred of them, I think, did not leave the room and when I was there the number of operators at work was over 150. I do not see that the strike is not about over. I was told that there had been little interruption in business; that the work had been kept well up all the time. I do not think that the public will be caused any serious inconvenience. You see, we have maintained a great many offices that did not pay their expenses, just to accommodate the public in the fullest manner. It is rather to the advantage of the company that these should be closed. Indeed, I believe that the strike will prove to be a benefit to the company. We shall be able to lop off some unnecessary expenses which otherwise we could not have done conveniently. I am sure that the company will be helped by the strike. The price of the stock since the strike was made shows-does it not?-that the street looks at the matter in the same way. I am sorry that there should have been ; strike, for the telegraphers will be the principal losers by it. I think it must have been instigated by persons here in Wall Street,"

That suggestion has been made several times," the reporter interrupted. " Have you any authority

" Any one who has been in Wall Street for twenty years," Mr. Gould reolied, smiling, slightly, 'knows many things by intuition; he does not re-"knows many things by intuition; he does not require any authority for his opinions. I have no absolute authority for thinking that speculation has had a great deal to do with causing this strike; but I know it intuitively. -! am sure that I am not mistaken. The strike is practically over, and it has not disturbed the company's business much. We get dispatches from Chicago and other points announcing that new men are applying for work constantly. The operators must be disappointed at the result, but many of them joined the Brotherhoot thinking that it was simply a mutual relief or benevolent association. My private operator in the office here, it seems, was a member of the minon, but when the strike was ordered he reunion, but when the strike was ordered he re-nounced his oath and volunteered to work for the Western Union. He said that he did not know when he joined the Brothe hood that he was to be forced into a strike. I think that many have been missed in the same way. I am ration of the association. The strike will be a benefit to the company and to the stock market too. This trouble has been hauging over the market for some time and I am glad that it has been removed finally."

In regard to the fact that a large number of tenders, the strike it is the strike in t

legraphers were to be brought from England, Mr. Gould declined to speak definitely. He said that he did not know anything about the matter. WHAT RUSSELL SAGE SAYS.

Presell Sage said that the action of the Executive Committee on Wednesday, disregarding the asso-ciation but providing for the correction of inequalities and wrongs, was wise and "Everyone that I have met to-day," he remarked, " has expressed the same opinion. All say that the company did just the right thing-put itself on high ground. The company will not compromise, and the public will sustain the company in its position. Why there would be no use for directors if we should allow a parcel of operators to regulate their own wages. The whole thing is ridiculous and absurd. I must say that I am surprised that the men should have struck. I looked for better things men should have struck. I looked for better things from men so intelligent as most telegraph operators are. They have put themselves on a level with miners and laborers, with the most ignorant men, who are satisfied with a dollar a day. You would expect that they would strike for better things. Well, I am glad that the strive has come. It is like a cold bath; the first chill is over and I feel a good deal better. We are doing first rate, have a large number of men and are getting new ones every hour—good ones, too. Everything is moving along smoothly; much better indeed than I avacated. The strikers are defeated

JOHN T. TERRY'S OPINION. John T. Terry, the third member of the Special Committee on Complaints, san' regarding the situation: "The strike will be the biggest kind of a failure. The company has done better than was expected. At the main office we have one-third of the force at work, and we have received advices from all the principal points in the country that they have enough men left to handle the business. Oh, ves, we have the best operators with us. You will find that they are always the men to stay. We have got rid of a great deal of dead-wood that will never get back. The worst is over, in my opinion, and the company from now on will gain. Numerous new men are being taken on and old men are coming back all the time. That will keep up so. There is nothing in the developments of the situation thus far to cause the company to regret the attitude it has taken nor the strikers. But we are perfectly willing to meet all complaints equitably and liberally, when they are founded on justice. None were presented at the meeting this morning of the sub-committee, The truth is that there exist no good grounds of complaint. The whole movement originated from outside." make it yield to the demands of

Assistant General Manager D. H. Bates said that no more operators went out than he had expected. About one-half the force was left, and if they did double work the office could be worked nearly as well as usual. It was not true that only fifty-five operators had been left; men were coming on exerc winds. ming on every minute.

AMONG THE OTHER COMPANIES. HOW THE BALTIMORE AND OHIO AND THE RAPID

ARE AFFECTED-ACTION OF THE POSTAL. Among the telegraph companies outside of the Western Union, the Bankers and Merchants' was conspicuous as being the only one whose operators did not join the strike. Its lines run to Philadelphia, Baltimore and Washington, where they connect with the Southern Telegraph Company, which reaches points beyond. Its tariff is 15 cents for ten words to all points reached by its own wires directly, and in the afternoon it had a rush of business. The operators of the Baltimore and Ohio and the American Rapid joined the strikers, going out at the same hour as the employes of the Western Union. The former was obliged to shut down all business. The Rapid. although deserted by its Morse operators, fell back on its automatic apparatus, which does not require the service of telegraphers, and kept open for business. The Postal Telegraph Company, which is not yet entirely ready for business, opened its through line to Chicago for the accommodation of the public as soon as the strike began, It had not got fairly at work before its wires were cut. In a short time linemen had repaired the break and the transmission of dispatches was continued between New-York and Chicago up to a late hour last night. The Postal announces that it will continue to send messages between the two cities as long as the strike continues.

THE BALTIMORE AND OHIO. Next to the Western Union the Baltimore and Ohio is the most important company as to the extent of its lines and the magnitude of its operations. Manager Price was hard to find, and when found refused to give any information as to the extent of the strike or the plans of the company. From other sources it was learned that the Baltimore and Ohio had about 1,000 operators and 350 offices, and that the strike on its lines was universal. At the main office, No. 63 Broadway, there were only two chief operators and one girl left; at the Baltimore office Superintendent Stewart and a boy, and in Chicago the chief operator, while the company was unable to get any response from either the Cincinnati or Louisville of-

fices, indicating that the managers in those two cities had deserted it. To a gentleman who had a talk with Manager Price, the latter said: "I shall have plenty of operators by to-morrow morning," but he was unable to say where he would find them. The gentleman to whom he made the remark said: "I have been in the telegraph business in this city for ten years, and I wouldn't know where I could find half a dozen operators that would go to

work to-morrow morning at any price." Chief Operator Norton, of the Baltimore and Ohio. said in the evening: "We have few operators here, but enough to do the business offered. The trouble is that we have no men at the other offices on our core the dispatches if we send them.

WHAT THE RAPID IS DOING. Frederic H. May, vice-president and general manager of the American Rapid, said: "We have thurty-two offices in New-York City and Brooklyn They are all closed except the main office, No. 187 Broadway, the Wall-st, office, and one in Brooklyn. The operators in our branen offices were women, and eight or nine of them who did not join the strik ers have all been called into the main office; this enables us to man some wires. Like a general at the opening of a battle, we have called in our outposts and concentrated our forces. While our automatic process does not require telegraph operators, it does require skilled labor. For this work we shall be able to get all the help required. Our Morse operators, to the number of about seventy-five, when they struck the number of about seventy ave, when they strates to-day went out leaving their keys open. The caused us some trouble, and it will take a little time to rearrange our business. We have send 150 messages to Boston between 12 and 3 o'clock, and have been able to hands all that came in. You and have been able to handle all that came in. You can announce that by the assistance of our automatic we shall be able to keep up connection with Boston, Albany, Buffalo, Pluiadelphia and several other points. We close early to-night, because at some of our offices there is no one left but the managers and we must give them a chance to rest so that they can help us out to-morrow. I am giad the strike has come, for now we know exactly where we stand as regards our operatives, and we know precisely what

lines of the American Rapid extend to Washington, Philadelphia, Harrisburg, Balti-more, Pittsourg, Cleveland, Zanesville, Buffalo, Troy, Albany, Springfield, Massa, Boston and Hart-ford. The automatic instrument will be introduced at all these points, where it is not already in use, as

WHAT OTHER OFFICIALS SAY. An official connected with the Postal Company

said: "We have no branch offices in this city. Although we were not ready for business, we anticupated our intended opening by two or three weeks simply to accommodate the public. We do not charge a cent for sending messages and are glad that we can do the work. over we shall close up again until fully ready for regular business. We have all the operators we need. We shall keep open as late at night as dis-patches are brought in. Fo-night we serve some of the Chicago papers with New-York news."

Manager Mott, of the Bankers and Merchants' Manager Mott, of the Bankers and Merchants' Company, was in excellent humor, because, as he expressed it, as the strike had not meinded its operatives, it could afford to be philosopaic over the woes of others. The company has offices at No. 28 Broad-st., Stock Excange, No. 91½ Wall-st., No. 8 Exchange-place, No. 71 Worth-st., No. 146 West-st., and in Fulton Market. Mr. Mott said: "We can afford to laugh so long as we are not affected ourselves, except by an increase of business to the extreme limit of our capacity. Our company is the only one which did not receive a notheration from the Executive Committee of the Brotherhoon. The reason for this was that all our men are paid higher rates than the Western Union; they are entirely satisfied and for this reason we were not included in the list. We have not raised our rates, and I should consider it contemptable to take for this reason we were not included in the list. We have not raised our rates, and I should consider it contemptable to take rates, and I should consider it contemptable to take advantage of public necessities at such a time. On the contrary, we recently reduced the rates between New-York and Philadelphia, Baltimore and Washington to a fixed tariff of 15 cents for ten words, and we forced the Western Union to come down to our figures."

Vice-President Baldwin, of the Southern Telegrant Company, which has an office in Broadway graph Company, which has an office in Broadwa and another at No. 84 Beaver-st., said that this lir

was all right. It works in connection with the Bankers and Merchants' for Atlantic coast points south of Washington.

The following notice was sent out last night by the Mexican Telegraph Company;

the Mexican Telegraph Company;

37 AND 39 WALL-St., New YORK.

In the event of the Western Union Telegraph Company being unable in consequence of the strike of its operators to transmit messages to and from Galveston, Fex., the Mexican Telegraph Company will receive at its offices messages for all points in Mexico and Central and South America. These will be sent by first mail to Galveston terminus for transmission south by its cables. All messages from Mexico and Central and South America received at Galveston will be sent thence by first mail to the Mexicon ferransmission for the sent thence by first mail to the Mexicon ferransmission in New York City for

The fears of speculators made the narket unusually active during the morning hours. and they were realized by the public announcement of the strike. There was apparently an instant's pause, as if the market was drawing a long, free breath, and immediately afterward the prices of stocks began to improve. Western Union was not the most active stock on the list; it rapidly fell in the first two hours to 77%, but it steadily rose in the afternoon to 795, which was the opening price. The extraordinary declines Canadian Pacific and Oregon Transcontinental stocks were not attributed to the telegraph troubles. The upward movement in Western Union was followed, however, by the whole market, and the baik of the early losses was nearly recovered at the close. The telegraph operators in the Long Room left

their tables when the signal for the strike was given, with the excention of those of the Bankers and Merchants' company. This was the only line open during the afternoon, although two or three operators were at work in the Western Union office in Broad-st. There was no interruption in the work of the Gold and Stock Telegraph Company in disseminating the prices of stocks on the "tickers." This company is under the control of the Western Union, which ownes a majority of its stock, but the nine operators on the floor of the Stock Exchange remained faithful to their employers. It was reported in Wall Street that the Western Union officers had ordered these men to report at the general offices after the close of business at the Stock Exchange and that the operators would refuse to obey the orders. There was no founda ion for the report, it is understood, although those who chose to work after hours were free to do One of the nine men was transferred temporarily to the Mining and National Petroleum Exchange which had been left short handed by the strike.

The following letter addressed to the president of the Stock Exchange by Joel B. Erhardt, president of the Postal Telegraph Company, was read from the rostrum early in the day:

the rostrum early in the day:

In the event of a strike of telegraph operators the Postal Felegraph Company will forward any messages to Caicago your Board or its members may deem urgent free of charge. The company's cable in Chicago is not in such perfect order as it will be in a short time, and the company will not agree to deliver, with the promptiness and accuracy belonging to a line entirely complete, nor will it be responsible for errors, but the line is at the service of the Exchange, as far as it goes.

President Eckert said late in the afternoon that the company had done a considerable business for the members of the Exchange in accordance with this letter. The line, however, was not ready for business and if the strike should be ended in a day or two he should withdraw the privilege. The messages sent over the line were transmitted by the company's peculiar system or by Morse instruments, according to circumstances.

The effect of the strike was severely felt at the Petroleum Exchanges. At the Consolidated Eoard all the telegraphers, about eight in number, had left. At the New-York Board the regular force in the Western Union and the American Rapid offices was reduced from nine to two. The operators who receive the quotations from Oil City, although they by the Exchange, were memare paid bers of the Brotherhood, and on the general signal they quit their work. Telegraphic communication with Oil City was almost entirely interrupted. Occasionally a dispatch would come through giving the quotation of petroleum certificates in Oil City or Bradford. But the brokers, who add to the usual activity of business by operating for the changes of the day, found their occupation gone in the absence of regular quotations from the oil fields. The out-of-town orders of the commissionhouses were cut off and the trading in this city. after an active morning, was reduced to a shadow

houses were cut off and the trading in this city, after an active morning, was reduced to a shadow of the usual day's dealines. The brokers faced the situation as good-naturedly as possible, but there was bitter complaint among them at the damage caused by the suspension of business.

"The strike," said N. Mehlen, a prominent petroleum operator, "is regard denerally with regret. It is thought to be a shame that the telegraphers should go out and cause a practical suspension of business. As to their demands, the sentiment is mixed. Many persons, however, think that the Western Union can well afford to pay the higher wages asked. There's so much 'water' in the company's stock, and it has paid such handsome dividends, that many members think the company inexcusable in not granting the advance."

L. H. Smith, president of the New-York Exchange, said that the strike had caused a great interruption of business. He did not think its effects would be serious, however, and the business that was now delayed would come in later when the strike had ended.

Business at the Coffee Exchange was slightly affected by the strike. The Gold and Stock Felegraph Company turnished the usual city quotations and the dispatches which the Exchange is accustomed to send to Baltimore were forwar led by the Merchants and Bankers' Telegraph Company. The serenity of the Maritime Exchange was not much disturbed, as the marine were was working. At the

serently of the Maritime Exchange was not much disturbed, as the marine wire was working. At the Cotion Exchange little business was doing as it was impossible to get reports on the new crop or to receive out-of-town orders. There was no panic, but the superintendent said that if the strike content the strike con-

but the superintendent said that if the strike continued the results would be disastrous.

At the Produce Exchange the market dropped 12 cent a bushet when the strike began, but the loss was recovered soon after and the market closed firm but dull. The Gold and Stock Company furnished the Chicago and St. Louis quotations to the Exchang.

The operator at the Ship News Office struck, but Captain Lewis borrowed General Hancock's

Captain Lewis borrowed General Hancock's operator for the afternoon, and as the operators on the Sandy Hook line and at Fire Island did not strike, ship news came through all right. Great un-easiness was felt at Castle Garden on account of the strike of the operators there. Superincendent Jack-son said that it would cause much annoyance and loss if the namigrants were not able to communicate with their friends by telegraph.

THE RAILROADS NOT AFFECTED. OPERATORS AT WORK AS USUAL-NO FEARS OF A STRIKE.

No apprehension is felt by railroad men of a strike of the operators on the telegraph lines connected with the roads. While most of these lines are leased from the Western Union Company, the operators in all but a few cases are empley of directly by the railroad companies. At stations where the commercial business is too small to warrant the telegraph companies in establishing a separate office, the bus mess is done by the railroad operators. It is not believed that the railroad operators who are members of the Brothernood will, at least for the present, be called upon to respond to the strike except in so far as to refuse to do commercial business for the telegraph companies. No interruption of the regular movement

of trains is therefore expected. John Newell, president of the Lake Shore and Michigan Southern Railroad, who is in this city on railroad matters, said: "I talked recently with one or two of our head men and they said that they supposed that the members of the Brotherhood might join a strike. Since then I have been informed that the railroad operators will not be required to strike until the present difficulty of the Western Union is settled. Then, if the demands are granted, the railroad companies will be called upon to advance their men, to the Western Union standard. What the railroads would do in that case I cannot say. But there will be no interference with regular transportation. Most of our important men are well paid and we could dispense with three-quarters of the entire force without anything more than a little inconvenience. Many offices are maintained not because they are necessary, but because they are convenient and desirable. Traindispatches occupy too important positions to be af-Charles M, Bissell, superintendent of the Ne

York Central and Hudson River Railroad, said: We have had no trouble of any kind with our operators. Why should we? Railroad operators are not Western Union operators and as I understand it, it is the latter who have struck and not the former. We have never received any complaints from our men and as far as I know they are perfectly satisfied. Beyond this I have absolutely no information to give you. I do not apprenend difficulty of any kind and expect bu will continue as at present quite undisturbed."
At the office of the New-York, New-Haven and Hartford road the superintendent said: have always treated our operators well and they all

and they will be coming back in flocks in a day or two. Take them back? Not one of them unless he gives up his connection wish this Brotherhood. On no other terms will one of them ever work for the Western Union again if I have anything to say about it."

TOWN T. TENNY'S ORNION. in our own employ alone, and they of course we feel certain of. We have so far experience i no difficulty in transacting the company's business, and have not the least lear of having any later. The operators naturally feel that to subject us to inconvenience would be beside the issue, and would not further the objects of their strike in the least, Of course no private messages will be sent over our wires by our operators."

H. F. Bristol, the assistant superintendent of the eastern division of the Eric road, said: "We have our own wires, though in many places on the road our men send Western U ion dispatches. We have our own wires, though in many places on the road our men send Western Usion dispatenes. We have our own lines and pay our own operators. The remuneration depends upon the importance of the station where the operator is locate. At merely country stations other duties are imposed and the average pay is from \$45 to \$65 a month. We have no complaints from our operators and do not anticipate any trouble in regard in the strike."

At the Delaware, Lackawanna and Western depot in Hoboken, Superintendent Reid said that he had been to the main office in this city, but had beard of no trouble among the operators on the head of no trouble among the operators in his office, four in number, were working as usual, and they had not received any statement of dissatisfaction from other operators along the line.

W. Extenger, who has charge of the operators at the depot of the Pennayivania Railroad in Jetsey City, said that the Pennayivania Railroad in Jetsey City, said that the Pennayivania Railroad in Jetsey City, said that the Pennayivania Railroad on the operators were members of the Brotherhood and for that reason might be affected by the strike in this city, but there were no symptoms of disaffection.

J. E. Smith, denot-master of the Central Railroad.

strike in this city, but there were no symptoms of disaffection.

J. E. Smith, depot-master of the Central Railroad of New-Jersey, said that the Jersey Central used the Western Union Company's wires, but employed its own operators. It was known that the majority of them were members of the Brotherwood. No disaffection had manifested itself thus far, but be thought that if the strike in this city was successful, the employes along the railroads woulf grow dis-attsfied with their present wages and might strike for an increase of salary.

John Porteous, general reight agant of the Grand Trunk, of Canada, said that there was no complaint among the operators of the Grand Trunk road and he had no fear of a strike.

General E. F. Winslow of the West Shore road, said that as the roads as a rule employed their ewa telegraph operators, the strike of the Westers Union men would not effect them. There was no dissatisfaction as to the wages of the railroad operators are learning any lines depended inpost the takenters and hardly and hardly and hardly and hardly any lines depended in his lines and hardly and hardly and hardly and hardly and hardly and hardly any lines depended in his lines and hardly and hardly and hardly an

dissatisfaction as to the wages of the railroad opera-tors and hardly any lines depended upon the tale

graph company for service.

An operator in Jersey City said that there was a great deal of dissatisfaction among the rail adoperators. Their salaries were from 15 to 40 per cent less than the operators in the main office, and the hours were longer. He did not doubt that if the strike in this city proved successful the radical operators would try to play a similar game in order to effect the same result.

ACTION OF THE OPERATORS. DISCUSSING THE SITUATION IN A GENERAL MERING -COMMENTS AND GOSSIP. When the signal was given at noon for the tele-

graph operators employed by the different companies to stop work it is estimated by the Brotherhood that 7,000 men and 1,000 women closed their keys and left the offices. The strike includes 200 cities and nearly every commercial telegraph office in the country. In this city 1,100 men and women operators are said to have quit work. Most of them weat in small parties to Caledonian Hall, at Eighth-ave, and Thirteenth-st., where they held a secret business meeting. About 3 o'clock the doors were thrown open. The ball was crowded almost to suffocation, between 800 and 1,000 operators being present. Included in this pumber were about eventy-five girls. District Master-Workman John Mitchell presided. He congratulated the operators on having quit work. He had hardly begun to speak when he was interrupted by some one blowing the whistle with which the signal for the strike had been given. This was the signal for prolonged and enthusiastic applause and three rousing cheers for Frank Phillips, was had given the signal t strike.

After the excitement had somewhat subsided, Mr. Mitchell offered a resolution that un til the opera tors had gained the victory they would abstain from all intoxicating drinks. It was adopted with an "aye" that shook the building. In response to repeated calls, Brother O'Reilly, chief of the Wheatstone operators employed by the Western Union Company, took the floor. He contradicted the reports that the Wheatstone operators were loyal to the company. "We are all loyal men, however," he and-"loyal to the Brotherhood. When that whistle blew the Waeststone men would have answered the call with their if the Wheatstone men left the system would be discontinued. He told me as I was leaving: O'Reilly, I feel sorry for you. You'll never come back to the Western Union again.' But we left all the same, and we have come to stay until the Executive Committee order us in." Mr. O'Reilly was frequently interrupted Al. Seymonr, ex-manager of the Mutual Union office in New-York, said that a prominent ex-officia of a rival of the Western Union Telegraph Company had told him that he would see that the operators didn't suffer from lack of funds. He didn't give

any names, however. Chairman Mitchell read a dispatch that he remarked must have been sent and re-ceived by Cooper Union graduates, dated St. Lows, stating: "The Globe-Democrat and all

St. Lours, stating: "The Globe-Democrat and all merchants are with you. The iron merchants have subscribed \$300 to sustain the strike. You have the entire business community with you."

P. J. Morrison impressed on the "ladies and gentlemen" present the necessity of obeying the orders of the Executive Committee in all respects. "Our motio," he said, is 'Unity and No Surrender.' [Applause,] The most substantial element with you is the line-man. [Three cheers were given for the line-man. [Three cheers were given for the line-man. They are the body-guard of this order. If there are craven wretches to take your places they cannot operate without a line. The committee appointed by the Western Union was the greatest thing I ever saw." There was considerable laughter at this statement and several alusions were made to "blind pool." There was uproarious applause when the speaker held up the whistle and excaimed: "This is the whistle and excaimed: "This is the whistle and excaimed: "This is the whistle and excaimed: "This does not be the whole company will feel this blow to-morrow."

Lineman Smith said that he had seen it stated in the papers that the linemen didn't have a half day's work a month. "They'll find out now if we are any use." he said. "They can't work wires without linemen. They can't go to Castle Garden and get Chinamen and Italians to clear the wires, nor can they send out "plug" operators. The

Incomen. They can't go to Castle Garden and get Chinamen and Italians to clear the wires, nor can they send out 'plug' operators. The poles are too high for them. Maybe they'll get Mr. S. S. Bogert to do it for them, but will find the spurs don't fit his test. The linemen are out to stay. We are going to be the bosses now for awhile. The officers came to us and said they'd grant our de-mands if we'd cut loose from the operators. When we asked for an advance before it went into the waste-basket, because it didn't come

waste-basket, because it didn't come through the proper channel. They are going through the proper channel now, and we'll get it inside of a week."

Three cheers were given as John Oliver, a braway lineman in a checked "jumper," laid down his spura and said that the linemen had informed Mr. Bogert that unless the downed of the approximation. that unless the demands of the operators were granted by naon every lineman would refuse to task

The meeting adjourned until 11 o'clock this more SURPRISED AT THE UNANIMITY OF THE STRIKE.

The local officers of the Brotherhood express themselves rather surprised at the manninity with which the men obeyed the summons. "Why," said J. B. Tatteral, "there were not over fitteen men and as many girls left in the Western Umon oper ating-room, and, with the exception of the chief operators, they are all second and third-class operators. In some of the larger branch offices the man-

agers themselves went out with us."

At the office of The Telegraphers Advocate a lineman came into the room about 12:30 on his way to
fill an order in New-Jersey. When informed of the
strike he tore up his order saying: "That settles it.
I don't hunt fany more trouble till this thing is
settled."

"They say girls can't bear a secret." said

"They say girls can't keep a secret," said one young woman after the meeting in Caledonian Hall. "I think to have kept this secret pretty well. The girls are fully as enthus astic as the men in this matter. We are out for business. We were excited, of course, this morning when the signal was given, but not signify who was a member of the Brotherhood flinched. We feel confident of success, and shan't go back until instructed so to do by the executive committee,"

AID AND SYMPATHY PROMISED. At the headquarters of the Executive Committee

Continued on Fifth Page